

SIXTY-THIRD
ANNUAL REPORT

OF THE

HAWAIIAN
HISTORICAL SOCIETY

FOR THE YEAR
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HONOLULU, HAWAII
PUBLISHED, 1955

CONTENTS

	PAGE
Officers and Committees for 1954	3
Officers and Committees for 1955	4
Hawaii's First English Newspaper and Its Editor by <i>Helen P. Hoyt</i>	5
Arctic Whaling Fleet Disaster by <i>William H. D. King</i>	19
Tribute to Maude Jones	29
Minutes of the 63rd Annual Meeting	30
Report of the President	31
Report of the Treasurer	32
Report of the Librarian	34
List of Members	36

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HAWAII'S FIRST ENGLISH NEWSPAPER AND ITS EDITOR

BY HELEN P. HOYT

"Many people take newspapers but few preserve them; yet the most interesting reading imaginable is a file of old newspapers. It brings up the very age, with all its bustle and every day affairs, and makes its genius and its spirit more than the most labored descriptions of the historian . . . It is easy to preserve newspapers, and they will repay the trouble, for like wine, their value increases with their years."

It would be difficult to find a better introduction to a study of Hawaii's first English newspaper than this direct quotation from its editorial page of January 21, 1837. The *Sandwich Island Gazette and Journal of Commerce* was then six months old, and Stephen Davis Mackintosh, the twenty-two year old editor, publisher, and owner, was trying to lengthen the list of his subscribers. To publish even a weekly newspaper in the 1830's in a small, isolated island town whose total population of approximately six thousand, contained about four hundred English-speaking residents, required the great energy, ambition, and temerity of youth. Stephen Mackintosh had all of these characteristics.

He was born in Boston, February 26, 1814, the oldest son of Peter Mackintosh, Jr. and Dorcas Burditt Mackintosh. His maternal grandfather, Ebenezer Burditt, was a lumber merchant and wharfinger, owning several wharves in North Boston, as well as blocks of flats in the city. When his estate was divided, Stephen's mother became comparatively wealthy. Peter Mackintosh, Jr., Stephen's father, had been a successful dry goods merchant, but after his wife inherited money, he sold his dry goods business, and became a schoolmaster at the old Hancock School on Hanover St. in Boston.

With uncles on both sides of the family who were booksellers and merchants in Boston, with wharves owned by the family, it was only natural that trade overseas in a warmer climate was considered a career for Stephen, who was a slight, frail boy, and, as he himself expresses it, was "of pulmonary habits." (Aug. 20, 1836).

Captain William Sturgis Hinckley, whose wife, Charlotte Andrews, was a sister-in-law of Stephen's Uncle Henry Burditt, was considering a trading venture in the Sandwich Islands, and Stephen was given the opportunity to accompany him as junior clerk. A second junior clerk, another relative of Mrs. Hinckley, Samuel Andrews Cushing, was also engaged, and as a companion for Mrs.

Editor's Note: In the interest of brevity and for convenience in reading, the footnotes have been limited to three. A complete bibliography of all references consulted is given at the end of the article. Dates in parentheses immediately following a quotation refer to the issue of the *Sandwich Island Gazette* from which the quotation is taken.

A typed copy of this article with extended footnotes has been filed in the Hawaiian Historical Society library for any persons who wish to consult it.

Hinckley, Miss Harriet Davis of Newburyport, was included in the party. Harriet had a sweetheart in Honolulu, Charles Rand Smith, to whom she was married several months after her arrival.

In May, 1832, the party sailed for the Sandwich Islands in the *Rasselas*, Captain Dominis, arriving here in October of that same year.

Captain Hinckley, a nephew of the Sturgis of Bryant and Sturgis, famous Boston Commission merchants, was well backed. He came with letters from James Hunnewell, recommending him to the American Protestant missionaries, and telling them that he and Mrs. Hinckley, Unitarians, wished to attend their religious services.

Captain Hinckley also brought excellent trade goods. On his arrival in Honolulu, he established his trading store approximately on the ewa makai corner of our present Marin and Nuuanu Streets, which place was immediately called Hinckley's Place. For his residence he rented a stone house from the Catholics, on the property which still belongs to them on Fort Street, and after doing considerable renovating and remodeling, moved into what was considered a deluxe home in Honolulu in 1830. With him and Mrs. Hinckley lived the two young junior clerks, both eighteen years old, and Harriet Davis until her marriage to Charles Rand Smith.

By 1834 Stephen and Samuel Cushing were beginning to see wealth in a trading venture of their own. Captain Hinckley was already eyeing the California coast, and making frequent voyages as master or supercargo between Honolulu and Yerba Buena (San Francisco), where he was preparing to set up another trading store in partnership with Nathan Speare and Jacob Leese. Apparently he was complaisant about his two junior clerks starting out on their own, and in February, 1835, they both sailed for Boston on the *Don Quixote*, Captain John Paty, to get backing for their trading venture. Stephen also had a girl on his mind. On September 5, 1835, in Cambridge, he married Martha Lane, daughter of Martin Lane, cashier of the Cambridge Bank.

Two weeks later, Stephen and Martha, Samuel Cushing, Stephen's younger brother James, and Charles Smith's two sisters, sailed on the *Don Quixote*, Captain John Paty, for the Sandwich Islands. Aboard was about \$15,000 worth of trading goods assigned to Stephen for sale by commission in his new store. Backed by the Burditt money and merchants, he was well-equipped for Sandwich Island trade. Romance must have flourished on this voyage, for several months after arriving in Honolulu, the Reverend John Diell married Carolyn Smith to Samuel Cushing.

Early in 1830, the traders began to consider a newspaper, some organ in which they could present their views to the community and the world in general on the subjects of missionaries and conditions in the Sandwich Islands. The American Protestant mission was busy reporting on their endeavors to uplift the heathen, and to restrain the community evils which, they claimed, the traders were encouraging for the sake of profitable trade. *The Missionary Herald* and other New England journals were publishing many letters from individual Sandwich Island missionaries on these subjects. The Boston traders came from conservative New England homes which were anxious to maintain their res-

pectability and position. Shocked by the conditions portrayed in mission letters, Boston homes began writing protesting letters to their Sandwich Island representatives. Alarmed by these letters from home, and by disappearing profits as the reforms of the American mission persuaded the Hawaiians to limit the sale of liquor, their most profitable commodity, the traders wanted to strike back. In April, 1833, H. A. Peirce wrote to James Hunnewell, requesting him to buy him a press, which he proposed to sell on shares among the traders. However, in August he cancelled the order, saying that he was leaving on a long trading journey, and that he could not attend to a newspaper. He urged Hunnewell, however, to try to persuade someone among the traders or sea captains, to buy a press, which he thought could be sold, and would be supported by the interested community. But it was not until 1835 that someone was found who was willing to assume the great risk involved. Inexperienced, energetic and ambitious, Stephen Davis Mackintosh bought a press and type,¹ and on his trip home, engaged a young printer, Nelson Hall, of Concord, New Hampshire, (not to be confused with Edwin O. Hall, printer and secular agent of the American Mission.) Encouraged by the traders, H. A. Peirce, and Stephen Reynolds, and promised their support, Mackintosh proposed to establish a Saturday evening journal in the Sandwich Islands.

On their arrival, the young Mackintoshes had rented a stone house near the Hinckleys' to live in. They only stayed here a short time, for soon Stephen purchased an adobe house on Garden Lane, long since absorbed by the widening and extension of Bishop Street, behind the present Catholic cathedral. He explained the move by saying, while not so comfortable as a stone house, the adobe house was much cheaper!

For his trading establishment, Mackintosh first used some rooms at Hinckley's Place. Later, as Captain Hinckley began to close his Sandwich Island trading business, Stephen moved to some adobe huts belonging to Richard Charlton nearer the waterfront. However, he found he needed more space when his printer, Nelson Hall, arrived in May. From Melchior Bondu, a Catholic lay brother, in whose name and custody the Catholic property on Fort Street was held, he rented a room for Hall and the press. This location was also near his own dwelling.

It was not very foresighted of Stephen to do this, for the Catholics, resenting the expulsion of the priests, Bachelot and Short in 1831, and blaming their troubles on the influence of the American Mission, were viewing with great interest the newspaper which was to be printed by the young trader. Stephen quickly found out his mistake. Someone whispered in Kinau's ear that the Catholics had a printing press, and were going to print Catholic tracts, and shortly she sent Governor Kekuanaoa to Bondu, threatening him to tear down his building and destroy the press if he didn't expel the printer, Nelson Hall.

¹It would appear that Stephen Mackintosh bought his press from H. A. Peirce in Honolulu. Receipts in the Hunnewell Mss. in Houghton Library, Library of Harvard University, on the following dates would indicate this: December 20, 1833, September 25, 1834, October 1, 1834. Also a letter from H. A. Peirce to James Hunnewell on September 22, 1834.

Bondu was terrified. He went to Stephen, and received his assurance that he would remove Hall and his printing equipment at once, if he couldn't get the King's permission to operate his press.

The King was at Kailua, Hawaii. So Stephen circulated a petition among the residents, asking that the newspaper be authorized by the Hawaiian government. Most of the traders signed it, but Stephen Reynolds, who had been one of the chief advocates of having a newspaper, refused to do so, saying, "I told him I could not sign it. I did not like to put myself so much in their power." With this discouragement, from one of his chief backers, Mackintosh decided to give up his newspaper.

And then the American Mission made one of its few tactical blunders. They had run out of paper to publish the next edition of the Hawaiian paper, *Ke Kumu Hawaii*. They went to Stephen and offered to buy up his printing paper. Indignantly he refused to sell it to them, and the traders rallied around again. Samuel Cushing was sent by the schooner *Clarion* with the signed petition to the King at Kailua. In answer to Stephen's letter, Kauikeaouli replied, "To Stephen D. Mackintosh, Honolulu, Oahu. I assent to the letter which you sent me. It affords me pleasure to see the works of other lands and things which are new. If I was there, I should much desire to see. I have said to Kinau, make Printing Presses. My thought is ended. Aloha to you and Reynolds." (July 30, 1836). Apparently Reynolds had changed his mind and signed, too!

On July 30, 1836, the first number of the *Sandwich Island Gazette and Journal of Commerce* came off the press and was sold in Honolulu, being printed in a room on the premises of the Catholic Mission. It appeared weekly on Saturday afternoon, thereafter, as long as Stephen remained its editor.

The Catholics may have been interested in Stephen's *Gazette*, but they charged him a very high rental for the room, ten dollars a month; high, for a house of four rooms rented for about sixteen dollars a month in Honolulu at that time. The *Gazette* press did not remain at the Catholic Mission for more than ten months, for by April, 1837, Stephen had decided to consolidate all his ventures, and had rented adequate quarters in the Pagoda Building, where he already had an office. The Pagoda Building was a two-story structure, made of coral rock, from whose tower ships could be seen approaching the harbor. It stood on our Merchant Street, then called Exchange Street, about where Bethel Street now joins it. Here Mackintosh had his printing establishment, his editorial sanctum, his wholesale store, and his auction room.

The Sandwich Island Gazette and Journal of Commerce was a Saturday weekly, about ten and a quarter inches wide, and fifteen long, of four pages, each divided into four columns the first year, although, with the purchase of new type at the beginning of the second year, this was changed, and from then on, the pages were divided into three columns, being more legible. It was printed on Chinese wrapping paper, of two qualities, for the second volume is on heavier paper than the first and third volumes. With the years, this paper has become very dry and brittle, and extremely difficult to handle.

In his Prospectus, Mackintosh says the paper is to be devoted to "the interests of Commerce, Navigation, and Agriculture in the Pacific, and for the

diffusion of information upon such topics as may be worthy of notice . . . It is likewise intended to include among its items anything of news, amusement, and general utility which may offer itself from the sources open to its publishers." (July 30, 1836).

A subscription was to cost six dollars a year, although later Stephen hastens to explain to his prospective subscribers: "When we talk about cash, we do not really mean 'hard dollars,' but anything equivalent to them. We will receive any tangible substance for our paper. Any person depositing three bullock's hides upon our table may take up a volume of the *Gazette* and walk off with it. . . ." (May 12, 1838).

The advertising rates remained the same throughout the existence of the *Gazette*. "For not more than half a square, \$1.25 for three insertions, and 20cts. for each succeeding insertion. More than half and less than a square, \$1.75 for three insertions, and 30cts. for each after insertion. One square, \$2.25 for three insertions, and 40cts. for each after insertion. To persons desirous of advertising by the year, a liberal discount will be made." (Aug. 6, 1836).

Fully one quarter of the paper is filled with advertising. These advertisements are unclassified, a whaler's harpoon and French hand-made lace jumbled together in one paragraph, in a square, separated by commas only. Mackintosh and Co.'s own advertisements are classified and fitted into small unsold spaces which otherwise would be vacant.

For news Mackintosh depended largely on exchanges from world newspapers. These were months old when he received them. Many times he thanks friends and captains of vessels in port for the newspapers and news which they have given him, and invites them to come to the "Compting room" of S. D. Mackintosh and read the papers he has on display there. Few of the exchanges he uses are dated, and many of the direct quotes are unacknowledged. Pirating from each other was common newspaper practice in the 1830s.

In an island town, lists of shipping and departing and arriving passengers, help fill space. Stephen gathered news of the whaling fleet, its arrival and departure; how many barrels of oil were aboard, etc. And direct from captain's logs, or the lips of the participants themselves, the *Gazette* printed many tales of sea disasters, shipwrecks, mutiny and murder at sea.

But there came times when expected vessels were overdue, when the whaling fleet had left to cruise, when there were no longer any unused exchanges. Local news. We quote: "The appalling cry of the printer in distress rings in our ill fated ears. His devil stands aghast at our elbow, grinning horribly for copy." (Dec. 24, 1836). Later when there were no vessels in port: "If something strange does not turn up soon, we shall concoct a 'chapter of accidents' and advertise to pay the highest price for 'murders, robberies, and sad disasters.'" (Aug. 20, 1836).

To fill his paper, Stephen wrote facetious editorials lamenting the lack of news. We quote: "The appalling cry of the printer in distress rings in our ill-fated ears. His devil stands aghast at our elbow, grinning horribly for copy." (Dec. 24, 1836). Later when there were no vessels in port: "If something strange does not turn up soon, we shall concoct a 'chapter of accidents' and

advertise to pay the highest price for 'murders, robberies, and sad disasters'." (Aug. 20, 1836).

A year later, when he is still bemoaning the lack of news, he offers to pay for original material. "Patrons of the *Gazette* are requested to send to the office . . . from three to six lines apiece of wonderful, new, sublime, ridiculous, poetical, or moral scribblings. . . . Two cents per line will be paid which is supposed to be double the value of the editor's remarks." (Sept. 2, 1837). The paper was not making any money. Was twice nothing still nothing? Few newspapers paid anything for original material until the 1860s.

Another topic of never failing interest was the weather. The first year Stephen publishes what he calls Thermometrical Tables, giving the high and low temperatures for each day. The weather was also good for editorials like this: "The weather — Cough! Cough! . . . If we do not get the good old winds back soon, we shall all die of the blues . . . and when we meet an old friend in the street he only sneezes at you in return for a 'good morning'!" (Feb. 18, 1837).

Another filler for any newspaper when news is scarce is poetry. The *Gazette* found that Mrs. Hemans and Mrs. Sigourney were always good for a column. And even in 1836 Honoluluans were poetically inclined, and produced much original material. The editor himself perpetrated some. He remarks several times that he is not interested in churches, but evidently wife Martha, a stanch Congregationalist, occasionally insisted on church, for one week the *Gazette* filled space with this, and we quote;

"The Contribution Box."

Happy the man that sits nearest the street
When that box comes rattling by.
Oh! then he can find good use for his feet
Sweetly and gently make sure to retreat
Away from the master to fly.

But a lady fair is gazing at me,
Who sits in the pew before —
And since I can't from the service flee —
I'll close my eyes — and asleep I'll be
And join in the general snore! (Aug. 11, 1838).

An editor's crusades for civic improvement not only fill up space, but reveal the "bustle and every day affairs" of a community. It is interesting to note that, in the one hundred and sixteen years since the *Gazette* ceased publication, Honolulu still struggles with similar problems, for even in the 1830s, there were traffic problems. What were the hazards? Let the editor tell you about them himself: "The reckless carelessness of the boys and others who race through the streets of Honolulu to the constant jeopardy of the lives of foot passengers has long been a matter of stirring anxiety. It is quite time that riding above a moderate pace, became a penal offence. Bullocks intended for the slaughter house are whisked through the public thoroughfares at a terrifying rate, with a scope of fifteen to twenty feet of lasso, which entitles them to the privilege

of driving the passers-by over mud walls, or within doors and gates for a shelter, leaving as an alternative the pleasure of being trampled to death." (Jan. 20, 1838).

There was also the additional danger of being garrotted, for the Hawaiians, being forbidden many of their pleasures through the influence of the American Mission, had returned with great enthusiasm to the old Polynesian sport of kite-flying. Stephen complains bitterly about this from two angles, that of becoming entangled in the hundreds of kite strings draped over the thoroughfares of the village, and the noise and screams of the excited contestants, both children and adults. (Sept. 15, 1838).

Another traffic hazard was that the streets were unpaved and crooked. They were dusty in dry weather, and muddy in wet weather. They were also unlighted at night. Listen to this tale of what happened to a Honolulu resident in 1839. "... a gentleman crossing on a dark night, a passage intended for a street, upon stepping over what he took to be a mud puddle, discovered to his consternation that he passed over an *uncovered well*. Such confusion should be done away with by the government. . . ." (Feb. 2, 1839).

This same danger also led to a joke told in the gentlemen's coffee houses at that time. He repeats it in the *Gazette*, June 9, 1838.

"We believe we never related the story of the gentleman at the Sandwich Islands, who, returning home rather lateishly, was found in the morning hanging upon a clothesline, where he had spent the last end of the night in endeavors to get dry."

The streets were unnamed, and in its campaign, the *Gazette* suggests fourteen names for Honolulu streets, of which five are still being used; Great Britain Street, or our Beretania; Hotel, King, Queen and Manini or Marin Streets. The paper also notes the first sidewalk, but unfortunately, does not say where or what it was made of.

Another campaign the editor wages is against noise. Small boys and dogs were the worst offenders. What did small boys do? They blew conch shells, both to announce the opening of school and for their own amusement. We quote: "Noxious little boys have been employed at intervals wasting their breath through conch shells to the infinite annoyance of the quiet citizens of Honolulu." (Feb. 17, 1838). The numbers of half naked imps can scarcely be counted; they scream, shout and yell, enough to quell a thunder storm or silence a tempest." (Jan. 20, 1838).

Dogs also contributed their bit. Says the editor, "It is time something was done to reform the dogs. . . . Dogs are requested to stay home with their families during the evening, and to go to bed at ten o'clock, allowing the privilege of quiet to the worthy citizens of Honolulu." (Feb. 17, 1838).

The editor of the *Gazette* campaigns for a hospital. Whaling was dangerous, and to Honolulu came many injured seamen, as well as whole ships afflicted with scurvy; from Oregon came sick missionaries, and many others hurt in fights with the Indians; seamen and sea captains wounded in mutinies or conflicts with South Sea natives.

Honolulu had four doctors, Dr. T. Kemble Thomas, with offices in the

Pagoda Building; Dr. Charles T. Byde Rooke, and his partner, Dr. Peabody, offices mauka waikiki corner of the present Hotel, Fort and Union Streets; and, of course, Dr. Judd. Mission wives and other good women of the town did their best at nursing, but many of these men were cared for in the back rooms of the town's notorious grog shops, and their nursing was poor. It is interesting to note that after Stephen started his campaign, Richard Charlton, British consul, and John C. Jones, American consul, rented houses in Waikiki, to care for their sick nationals.

The *Gazette* asks for a cemetery, inclosed in walls, for foreigners were carelessly buried, and their graves were over run by cattle and horses. It also asks that a lighthouse be placed on Diamond Hill, to be called the Captain Cook Lighthouse. It demands a fire engine, for fire was an ever present danger in a village with thatched roofs and grass huts.

Our editor's pet charity was the Oahu Charity School, that famous school established and maintained by the traders for all children not in the American Mission schools, and to which many California and Oregon traders also sent their children. Stephen was the president of the board of trustees of this school the last year of his Sandwich Island residence. All through his years in Honolulu, his efforts to raise money for the school were unrelenting. He even quarrelled with one of his best patrons, Stephen Reynolds, when Reynolds wanted to charge the school six percent interest on some building material sold to the trustees on time. Another facet of life in Honolulu in the 1830s, appears in a thank-you note for funds for the school, printed in the *Gazette* on May 12, 1838. "The trustees of the Oahu Charity School cannot but express their pleasure in having their feeble efforts to collect money so warmly seconded by the Chinese residents of these islands."

Until April 15, 1837, Mackintosh had tried to stay off controversial subjects. However, during the spring of 1837, it is interesting to note in the trader's diaries such entries; "Went up to dinner at Wm. French's. John Jones was there and Mack. We talked things over with Mack."

On March 4, 1837, Stephen writes this editorial; "I would as soon be a football as an editor. . . . An editor is a thing whose task it is to please everybody . . . but ten to one, he affronts the whole race of bipeds, yclept patrons." Was pressure being brought to bear on him for more active partizanship? For on April 15, 1837, the *Gazette* throws off all restraint, and becomes actively anti-American Mission, anti-Hawaiian government, and pro-Catholic. Why pro-Catholic? Few of the traders were Catholics. The priests Bachelot and Short were back again, the government backed by the American Mission advisers, was attempting to expel them again, and in championing their cause, the traders saw a fine weapon to employ against the American Mission. However, the *Gazette* puts it on a much higher plane: "The Editor now comes forth to his patrons. The restrictions which have rested on forbidden topics through motives of charity are now removed . . . Justice to the oppressed! Truth to the mistaken! Free discussion to the candid! And fair play to every member of the human family! . . . *The Sandwich Island Gazette* . . . advocates the dearest of all liberty,

the most natural of all privileges, the Liberty of Conscience!" (April 15, 22, 1837).

Because of his active partizanship of the Catholic cause, Stephen Mackintosh has been thought to have belonged to that faith. However, anyone who can endure wading through the long, vituperative harangues the *Gazette* is filled with, will discover that on August 26, 1837, he himself has this to say, "We are not a Catholic; often as we have said it, we repeat it, we are not a Catholic, but we do profess to be a liberal man; we do advocate liberty of conscience!" Records in Boston prove that he was married in, and a member of the Third Congregational Parish of Boston. Here, too, his two children were baptised later.²

In October, 1837, another result of his crusade for the Catholics and against the American Mission caught up with him, for Nelson Hall severed his connections with S. D. Mackintosh and Co. Hall was not in favor of Stephen's crusade against the American Mission, as he was very much in sympathy with their reforms. He did not approve of Stephen importing and selling wines and cordials, for he was a rabid teetotaler.

Each year in May, Mackintosh hesitated about continuing the paper. It was not paying its way; subscribers were slow to pay for their subscriptions, and his type was wearing out. His small Hawaiian newsboys were prone to forget to make their deliveries on Saturday afternoon. His Maui and Hawaii subscribers presented a very real problem, for native vessels between the islands were irregular. Often the whole consignment aboard never reached the subscribers, being used to entertain the passengers.

However, in return for *Gazettes* mailed to newspapers all over the world, exchanges began to arrive for him, and he found himself and his *Gazette* favorably noticed not only in America, but also in England and France. We copy the *London Evening Chronicle* as quoted in the *Gazette*, July 15, 1837: "Who living in Captain Cook's day would have anticipated that any of the same generation should . . . see civilization make such advances as that in one of the same group of islands there should . . . exist a regular newspaper in the English language . . . These papers have been brought from the port of San Blas to the city of Mexico, and from thence to England . . . thus traversing in only four months . . . a portion of the Pacific, the continent of North America, and the widest part of the Atlantic. . . . It will be seen there is no lack of humor in some of [the extracts]." There follows a comment on this choice bit of Hawaiiana quoted from the *Gazette* of September 3, 1836: "Mosquitos: It is asserted that mosquitos were introduced at Oahu by a gentleman from New England who being much attached to his native country could not sleep without the biz, bizz, bizzly, wizz, wizzy, n-e-e-e-e of that delightful little detestable, so to regain the lost charms

²Cambridge, Mass. Vital Records to 1850.

1. Births: 1:455

2. Marriages: 2:252

Baptismal Records, Cambridgeport, Mass. Parish (Now united with 3rd Congregational)

Massachusetts Centinel and Columbian Centinel. Index of Marriages, 1784-1840, vol. 5, K-M.

of home, the gentleman imported a pair of genuine mosquitos from 'Yankee-chusetts,' and ergo, we have them now in abundant perfection. N. B. As mosquitos have been recently imported here, we — the editor — have great faith in the above statement."

The *Journal du Havre* translated into French, and repeated with French glee and sophistication, Stephen's description of Sandwich Island dogs: "What a perfect nuisance are those abominable, beastly imitations of the canine species, yclept dogs, which infest our village; such a rawboned, skinny, wilted looking assortment of ghosts ought to be banished from our society in these reformed times. It takes three of them to raise a growl, and six to bark, and then each yelping cur is obliged to lean against a fence to rest." (Aug. 27, 1836, May 12, 1838).

And one Major Noah, columnist of *The New York Evening Star*, with delightful disregard for geography or the ownership of South Pacific Islands, has this suggestion to make for a new consul for Tahiti: "We should have supposed if anyone merited this honor, it would be our friend, Stephen D. Mackintosh, whose enterprise and talent displayed in establishing and editing the *Sandwich Island Gazette*, the first newspaper ever published at Honolulu, the capital of [Tahiti], give him, in our estimation, high claim upon his country." (May 12, 1838).

Praise must have been a heady experience for the editor who was so thoroughly out of favor with a large part of Honolulu. He continued the paper with Ryland J. Howard as printer. From this time on he employed two distributing agents, the old publishing firm of Otis, Broaders and Co. in Boston, and John Edwards, Esq. in Canton.

In November, 1837, from *Ke Kumu Hawaii*, Stephen learned of the projected *Hawaiian Spectator*, and quick to counter-attack, in December he announced the *Sandwich Island Review and Literary Magazine*. Unfortunately, suitable type was lacking and before he could assemble more, he was struck down by another of his frequent illnesses. Sadly he announces on January 20, 1838, that its publication has been indefinitely postponed. In spite of his disappointment, his interest in *The Hawaiian Spectator* never flags. Each number is carefully reviewed in the *Gazette*. For the most part he is laudatory. All he criticizes is the printing of a shipping calendar and passenger lists in a quarterly, and the inclusion of obstetrical details of the births of missionary children from Oregon. Such details are in very bad taste, says the editor of the *Gazette*.

From his critical reviews of articles in *The Spectator*, and of lectures at the Sandwich Island Institute, we learn that he did not dislike all missionaries. He expresses great admiration for Dr. Judd whom he feels is, "urbane, terse, racy and interesting; well educated, a fine man. Hiram Bingham is a fanatic, but a gentleman of great culture, fine education, and a good poet. The rest of the missionaries, excepting the Rev. Asa Thurston, whom he also admires, he says, are, and we quote, "conceited and ignorant blockheads by whom the honored epithet dunce has been deserved."

His admiration and interest in *The Spectator* even took a practical turn. In spite of the American Mission's refusal to help him out when his printing stone

broke in the summer of 1838, he sent Ryland Howard to the American Mission to assist them in issuing the Fall number of *The Hawaiian Spectator*, and thus delayed the publication of his own paper a day.

The year 1838 was a year of world financial panic. It was also one of business failure, debt, and illness for Stephen. There was one happy event. We quote; "No foreign arrivals this week. We heard a cry on Thursday, just as we were trying to pen something for the amusement or annoyance of our readers; at first we thought it was Sail O! On listening more attentively it proved to be the announcement of a domestic arrival; the young editor . . . to whom we were introduced shortly after the said cry was heard." (Jan. 13, 1838).

Stephen now owed some \$8000 in Boston and Honolulu. Samuel Cushing withdrew from the firm in the summer of 1838, and shortly sailed for home. No more goods were consigned to Mackintosh. All he advertises for sale is guava jelly, pohā jam, preserved tamarinds, Hawaiian rock salt, brown Hawaiian sugar, and Hawaiian arrowroot flour. To add to his troubles, he was evicted from the Pagoda Building. We quote; "Messrs. Hungtai with the spirit of true Chinese enterprise have bought the Pagoda Building, and have warned us off. In the future our sanctum will be Oahuena Cottage," which was his residence on Garden Lane. (Oct. 20, 1838).

Here, on December 22, 1838, he faced the end, with the same uncomplaining courage he had displayed in all his misfortunes: "Imperative necessity calls for us to embark for home. . . . It is needless to say aught of the pecuniary embarrassments which are among those reasons, for should we allude to them, it will be said that we censure our patrons for not having supported us. . . . We have been supported with heart and hand, and thanks, thanks, to this community for it. . . ."

A meeting was called, and as Stephen himself tells it; "A phalanx of friends mustered cheerfully around us, and in a most gratifying and decided demonstration of generosity, received from us, our precious charge, the *Gazette*." (Dec. 29, 1838).

With Richard Charlton in the chair, at this meeting it was agreed "that the valuation of the establishment is the sum of four hundred and fifty dollars, and that the shares of each subscriber shall be apportioned at the rate of ten dollars per share for the whole amount of \$450.00. Also that each subscriber be privileged to vote upon the affairs of the *Gazette*, one vote for each share subscribed by him." (Dec. 29, 1838).

There are twenty-four names signed as subscribers. Among these are the following; John C. Jones, American consul and trader; Richard Charlton, British consul and trader; Peirce and Brewer, consul for Peru and traders; Stephen Reynolds, trader; William French, trader; George Pelly, Hudson Bay factor and trader; as well as tailors, ship wrights, other merchants, grog shop keepers, and two professional men, Dr. Charles T. Byde Rooke, physician and scientist, and the Reverend Robert A. Walsh, British Catholic priest. Whether any others subscribed later when the list was left at Warren's Hotel, we do not know.

From these names, a committee was formed to edit the paper, with Mr. Ryland Howard continuing as printer. We do not know the personnel of this

committee. However, from the style of several pro-Catholic articles signed R. A. W. in the earlier issues of the *Gazette*, the Reverend R. A. Walsh must have been a member; and from letters to California traders written by Stephen Reynolds, we know that he was another. When all of the editors were too busy to produce an editorial, Ryland Howard pinch-hit for them. Mr. Howard was a very bad speller, and the last numbers of the *Gazette* are full of laughable errors, being prosy and dull as well. Also Mr. Howard kept getting sick. On several occasions the paper was not issued at all. The 16th and 23rd of March, 1839 having been omitted, the numbers were then telescoped: numbers 33 and 34 were printed with 35 in a single issue of March 30th. The type and press were old, and the printing is very poor.

The *Sandwich Island Gazette and Journal of Commerce* issued its last publication on July 27, 1839. On August 15 it was succeeded by the monthly, the *Sandwich Island Mirror and Commercial Gazette*, published owned by the same group of traders, with the same editorial policy. This newspaper survived a year. It is hopelessly dull, and except for its advertisements, completely without interest. Perhaps too many editors can ruin a newspaper! In 1841, Stephen Reynolds sold Hawaii's first secular press to the Catholic Mission for \$150.00, the proceeds going to the Oahu Charity School.³

Stephen Mackintosh did not leave the Sandwich Islands without difficulty, for he owed everyone money, and two of his creditors, Captain Dominis and Henry Zupplein, wished to keep him in Honolulu until all debts were paid. However, Stephen Reynolds took over settling the tangled affairs, auctioning off the tangible assets, signing notes promising to pay his creditors. On February 12, 1839, the young Mackintosh family, accompanied by Reynolds' seven year old son, John, sailed from Honolulu on the *Rasselas*, Captain Barker, for Boston, where John Reynolds was to be left with relatives for schooling.

The rest of Stephen Davis Mackintosh's story is brief. By November, 1839, he was in St. Louis, another growing frontier town, where he attempted to establish a Saturday evening journal, *Mackintosh's Miscellany*. The *Sandwich Island Mirror* for July 15, 1840, quoting the *Boston Evening Gazette*, reports briefly on this projected journal. Also two St. Louis newspapers, the *Daily Missouri Republican* of November 18, 1839, and the *Daily Evening Gazette* of November 16, 1839, both printed the Prospectus in full. In this Prospectus, Mackintosh states, "The undersigned proposes to publish in Saint Louis a Saturday Evening Journal, under the above title (*Mackintosh's Miscellany*), to be devoted to the leading subjects of News, Commerce, Agriculture, Morals, Literature, and Amusement . . . The undersigned has just returned from the Sandwich Islands, where he projected and, for two and a half years, edited and published the *Sandwich Island Gazette and Journal of Commerce*, the first newspaper in the English language ever published in Polynesia."

On December 9, 1839, *Mackintosh's Miscellany* appeared and both St. Louis

³Stephen Reynolds Journal, May 30, 1842.

Yzendoorn, Reginald. *History of the Catholic Mission in the Hawaiian Islands*. Honolulu: Honolulu Star-Bulletin, Ltd. 1927. p. 193.

papers commented on it favorably, terming it spicy, full of life, and pleasant humored; complimenting the editor on his talents and literary attainments. Whether a second issue ever appeared, is not known, for there seems to be no copy extant.

By 1841, Mackintosh was in New Orleans, living with his sister and brother-in-law, Marianne and John Clarke. Here he worked briefly for two newspapers, the *New Orleans Crescent City*, and the *True American*.

The first of August, 1841, he sailed for Boston, and on the seventeenth, he died at sea and was buried there, age twenty-seven. There is a memorial tablet for him in the family plot on Ailanthus Path in beautiful, famous Mount Auburn Cemetery in Cambridge, Massachusetts.

Martha Mackintosh never re-married, living to be seventy years old, the legally appointed guardian of the comfortable estate left to Stephen's two children by their grandfather Mackintosh. Ellen Lane Mackintosh, Stephen's daughter, born in Cambridge, July 3, 1840, died in 1918, unmarried, age seventy-seven; but Henry Stephen Mackintosh, born in Oahuena cottage, the adobe dwelling on Garden Lane in Honolulu, January 11, 1838, lived to be eighty-two, predeceased by his wife and a baby son. Stephen Davis Mackintosh has no direct descendants.

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ARCTIC WHALING FLEET DISASTER

By WILLIAM H. D. KING*

ON THE MORNING of October 23, 1871, the Hawaiian whaling bark Arctic, A. N. Tripp, master, rounded Diamond Head, and coming up to the anchorage off Honolulu, backed her mainyard, and hoisted signals for a pilot. This was no unusual occurrence, as whalers had been arriving at Honolulu at the end of the summer season in the Arctic Ocean for many years. But when the pilot arrived on board he found the Arctic's decks crowded with almost 300 men, and learned that these men were but the forerunners of some 1,200 men due in Honolulu, who were forced to abandon their ships in the Arctic during September. Capt. Tripp informed him that of the 40 whalers entering the Arctic that spring in search of whales, but seven had escaped disaster, and that his vessel, the Arctic, was the only one of the seven Hawaiian whalers registered under the Hawaiian flag to escape. He brought as passengers Capts. Kelley, Bliven, Allen, Nye, Newbury and Loveland, masters respectively of the Gay Head, E. Swift, J. D. Thompson, Eugenia, Paiea and Reindeer, together with their officers and crews. As an expression of their gratitude for their rescue, the masters placed the following in *The Pacific Commercial Advertiser* of Oct. 28:

"The undersigned masters of the whaleships Gay Head, E. Swift, J. D. Thompson, Eugenia, Paiea and Reindeer, wish, through the columns of this paper, to express their undivided thanks to Capt. Tripp of the bark Arctic of Honolulu, for his kind and gentlemanly treatment of themselves and their officers and crews on the voyage down from Icy Cape to Honolulu, and we feel deeply obligated to Capt. Tripp for his readiness in coming to our assistance under the trying circumstances in which we were placed by losing our vessels in the ice, and we sincerely hope he will not go unrewarded for his noble-hearted humanity."

Before sundown of Oct. 23 the whaleships Daniel Webster and Progress arrived with more distressed crews. And on the following day the Europa and the Midas anchored in Honolulu harbor with additional hundreds. On the 25th the ship Lagoda came in with almost 200 persons on board, and on the 30th the British whaleship Chance of Sydney, Australia, the last of the rescuing vessels, arrived with the crews of the bark Oliver Crocker and brig Comet.

From the following card printed in *The Advertiser* of Oct. 28 it is interesting to note that two ladies were numbered among the rescued by the ship Europa:

*This article first appeared in the "Hawaii Weekly" supplement of the *Honolulu Advertiser* of June 6, 1954; and is here reprinted in memory of Mr. King whose death occurred July 7, 1955.

"We, the undersigned ladies and masters, would respectfully tender our heartfelt thanks to Captain Thomas H. Mellen of the ship *Europa*, for his kind reception and hospitable entertainment of ourselves, officers and crews while on board his ship. We would also tender our sympathy for the loss of his season's catch, and return extra thanks for the generous manner in which he invited us on board, by setting his colors fore and aft when he saw us coursing in our boats. And the welcome on board in the Arctic Ocean, in our destitute condition, will long be remembered by all, and may his future prosperity in life be measured out to him after his own bounteous manner of ministering to ourselves while on board.

"With respect, etc., etc.,

"Captain Heppingstone and wife, Julian; Jared Jernegan, Roman; Captain Benjamin Dexter and wife, Emily Morgan; Ariel Norton, Awashonks; Captain T. C. Packard, Henry Taber."

Mrs. Heppingstone and Mrs. Dexter accompanied their husbands on this the last cruise of their ships to the Arctic Ocean. The *Julian*, which was under Hawaiian registry, had been purchased by C. L. Richards & Co. of Honolulu two or three years earlier for \$9,000. P. C. Jones of Honolulu was a partner in the firm of Richards & Co., and therefore a part-owner of the whaleship and her outfitting equipment for the cruise.

Upon the arrival of the *Europa* at Honolulu, Capt. Mellen furnished the following brief report of the rescue and the voyage to Honolulu:

"On Sept. 13th got clear of the ice by cutting the chain and letting anchor go with 45 fathoms attached and then heaving through the ice with cutting falls. On the 14th the ship was cleared and made ready to receive passengers. On the night of the 16th the seven vessels had all on board and got under way for Plover Bay. Arrived on 24th and took on 700 barrels of fresh water. Left Plover Bay on the 25th for Honolulu with 283 men on board and two ladies; arrived Honolulu Oct. 23rd, all well. A passenger named Kaitapu, native of Rarotonga and late of brig *Comet*, died on Oct. 17th of heart disease and was buried with the usual ceremonies.

"Respectfully yours,

"Thomas Mellen"

The Hawaiian Gazette of Oct. 25, 1871, published the following card of thanks:

"On board bark *Progress*—Oct. 23, 1871.—To Captain James Dowden, Master bark *Progress*.

"Allow us to thank you kindly for your kindness, trouble, and expense in transporting ourselves, officers and crews from the Arctic to Honolulu. We wish we were able to make you compensation for the great pecuniary loss which has been caused to yourself, officers and crew, but such cannot be our pleasure. Rest assured your humane and generous conduct in rescuing 188 souls from suffering and death will never be forgotten. We should be rejoiced to learn

that our government, whose gratitude you so deservingly merit, had made you ample compensation for all the loss which you have experienced.

"Your sincere friends,

"H. Pease, late of Champion; T. E. Williams, Monticello; L. W. Williams, Fanny; J. H. Knowles, George Howland; B. Whitney, Wm. Rotch; F. I. Redfield, Brig Victoria; E. E. Smith, Carlotta, S. F.; Seth H. Ingalls, 2d."

Of the above listed vessels, the Wm. Rotch and Victoria were registered under the Hawaiian flag, and were partly-owned, if not wholly-owned, by Honolulu business firms; while the Monticello, although under American registry, was at least partly-owned by C. L. Richards & Co.

The report of the bark Chance, the last of the rescuing vessels to reach Honolulu, said in part:

"On Sept. 11th Captain Frazer of ship Florida of San Francisco, came on board, reporting the loss of three of the whaling fleet to the northeast, and requested me to hold my vessel in readiness to assist in carrying part of the crews south. I gave him my assurance. On the 15th and 16th the crews came down and about 2 P.M. on the 16th weighed anchor with six other ships to rendezvous at Plover Bay. When arrived found from the natives that the other ships had been gone three days. Left on 30th and came through Ounemak Passage Oct. 10th. Arrived at Honolulu on morning of Oct. 29th.

"Thomas H. Norton,

"Master of bark Chance of Sydney."

On Saturday, Oct. 28, *The Pacific Commercial Advertiser* issued a supplement to its regular edition, which it referred to in its columns as: "Our Extra—Immediately on the receipt of the disastrous news from the Arctic on Monday last, we issued an Extra, containing full particulars, and the whole edition of 800 was speedily disposed of. The news was probably received at the East by telegraph today."

(In another column *The Advertiser* noted that their press after 20 years' service broke down, and its good neighbor, *The Gazette*, ran off the special edition.)

"From our Extra, October 28th:

**"FROM THE ARCTIC—IMMENSE DESTRUCTION OF PROPERTY—
A CRUSHING BLOW TO THE WHALING BUSINESS—33 SHIPS LOST—
1,000 SHIPWRECKED SEAMEN—CIRCUMSTANTIAL ACCOUNT FROM
SHIP MASTERS.**

"By the arrival Monday, October 23rd, of the Hawaiian whaling bark Arctic, Captain Tripp, we are in receipt of truly disheartening news from the whaling fleet lately cruising in the Arctic Ocean. . . .

"For the following circumstantial and highly interesting account of this great disaster, the effects of which will be severely felt in the homes and business

circles of the East, as well as here and in San Francisco, we are indebted to Captains Tripp of the Arctic, Kelley of the Gay Head, Allen of the Minerva, Bliven of the Eliz. Swift, Loveland of the Reindeer, Nye of the Eugenia, and Newbury of the Paiea.

"About the 1st of May, 1871, the whaleships began to arrive at the ice south of Cape Thaddeus. They found plenty of ice, and closely packed, so that they made but little headway to the north. The wind blew strong from the north-east most of the month of May. About the 1st of June the ice opened some and let the ships up in sight of Cape Navarine. Here five or six whales were taken; a good many were heard spouting amongst the heavy ice, but they soon left. The fore part of June, the winds were light and variable, with a good deal of fog.

"About the middle of the month the ice opened and the fleet pushed to the north. A few whales were taken and picked up in crossing the Anadir Sea. By the time the ships got to Cape Bhering and Plover Bay the whales had all passed through the straits. The bark Oriole was stove and put into Plover Bay to try and repair. The fleet passed through Bhering Straits between the 18th and 30th of June, some of them taking on board the crew of the Japan, which was wrecked at Cape East last fall, not seeing any whales and finding large quantities of ice. [The whale ship Japan of Melbourne, Australia, had been wrecked in October, 1870, and the surviving members of her crew had spent eight months in an Esquimau village until rescued.]

"The whole fleet now engaged in catching walrus; these were very shy and scarce in comparison to former seasons, the boats frequently going fifteen or twenty miles in the ice to get them; there was a good deal of fog in June and July, while they were walrusing and also large bodies of ice, the east shore being unapproachable until the very last of July. The latter part of July they had some strong winds from S. E. and N. E. This broke up the walrus catching, and the fleet now pushed to N. E. for Icy Cape. The ice began to disappear from the east shore south of Cape Lisburne; the fleet pushed on to eastward, the main body of ice being in about the latitude of 69 degrees, 10 or 15 minutes; they followed the ice into the east shore, and found a clear strip of water running to N. E. along the land. In this clear water, they worked up to within a few miles of Icy Cape, and some of them anchored, not being able to proceed any farther on account of the ice lying on Blossom Shoals; at this time the wind was blowing strong from N. E. for several days.

"On the 6th of August the wind moderated and the ice started off the shoals. Several ships got underway and passed the shoals, and in a few days the most of the fleet were north of Blossom Shoals. The weather was good, and they worked to northeast as far as Wainwright Inlet; here they found whales, and a number were taken at once, but the ice being very heavy and closely packed, a great many were lost. Still the prospect looked very favorable, and hopes were entertained of making a large season's catch. All the ships either anchored or made fast to the heavy ground ice. Whaling was now carried on briskly for several days, the boats cruising among open ice, but on the 11th of August a large number of boats were caught in the ice by the wind shifting, and setting the ice on shore. The wind was from the west, and the ships were obliged to get under-

way to keep from being jammed in the ice, and work in shore under the lee of the ground ice. With considerable difficulty they succeeded in saving their boats by hauling them a long distance over the ice, some of them being badly stove by so doing, but they were all saved finally. The ice kept setting on shore steadily, and the ships kept fleeing into shoal water to avoid being stove, and some of them grounded, but were easily got off again.

"On the 13th the ice stopped, having grounded, leaving an open strip of water along the land as far as Point Belcher. Boats were off whaling every day. They saw and heard plenty of whales among the heavy ice, but could not get to them at this time. They had a great deal of fog at times, clearing off for a short time. All this time the ships were lying safely anchored and tied up to the ice, waiting for it to open off the land, as they expected it would the first strong northeast wind that blew. In the meantime reports were brought of plenty of whales being seen off Sea Horse Islands, and several ships sent boats up there with orders to catch and cut the whales on the ice (they carrying everything necessary for so doing), and tow the blubber to the ships, as there was no chance to get there with the ships, on account of the ice and shoal water. Four whales were taken in this way, after a great deal of labor and hardship in sleeping out on the cold shore and among the ice. On the 25th of August it blew a strong northeast gale, and the ice opened and went off shore. On the 27th had good weather, whales were quite plenty, and a number were taken. The ships all got underway, and stood off shore and commenced whaling, every one thinking the ice was going off for good, and every opportunity was taken advantage of to catch whales. On the 28th fine weather and light variable winds. On the 29th, light southwest winds, which freshened towards the latter end of the day, setting the ice in shore so fast some of the ships were caught in the pack. The rest retreated in shore ahead of the ice.

"Here they anchored in from three to four fathoms of water, the ice coming in and the small ice packing around the ships. By the strong current running to the N. E., the large heavy floe ice grounded in the shoal water; inside of this the ships lay, or at least the most of them, and those who did not get in kept working in as they had a chance, to keep from being stove. At this time it began to snow and they had several storms and winds from S. to N. W. Here they were all jammed close together, some not having room to swing clear of each other.

"On the 7th of September the bark Roman was crushed by the ice, she having got caught while cutting a whale. She drifted helplessly with the ice as far as Sea Horse Islands, and was there caught between two heavy floes of ice; one of the floes was aground, and an immense floe of several miles in extent came against her from off shore, crushing her like an eggshell in 45 minutes. She sunk head foremost, leaving her mizzenmast and her stern out of the water, the ice having held her up until it separated, the Captain, officers and crew escaping over the ice with the boats, and not saving scarcely anything, except the clothes they had on. The crew were received on board the other ships.

"On the 2nd of September the brig Comet was crushed in the heavy ice; her crew were taken on board the other ships and cared for. It now became

evident that the ice was setting on shore very heavily, the open strip of water became narrower every day, and no possible chance to get out. Still no one thought there would be any difficulty of getting out the first N. E. gale.

"On the 8th of September the bark Awashonks was crushed between the heavy floe and the ground ice. Her crew were also received on board the other ships. As day after day passed, and no signs of the ice opening, the Masters of the ships became anxious about the loss of time, as the season was passing away. They were unwilling to believe that the ice would not go off shore, as in all their former experiences it had done at this time of year. Nothing could be seen but one solid body of ice off shore as far as the eye could see, except the narrow strip in shore, which was from 200 yards to half a mile wide. The ships were lying, some jammed in the ice, and some in open water, all the way from Point Belcher to two or three miles south of Wainwright Inlet. During all this time every one was anxiously expecting a N. E. gale, but instead the wind continued from S. E. to N. W., always light from S. E., and fresh from S. W. This kept the ice packing together more closely every day.

"The Masters of the ships now became seriously anxious about getting out of this perilous situation . . . [which] was apparent to every one, and as the season was advancing, there was great danger of being frozen in. . . . Notice was now given, and a meeting was held by all the Masters, in order to concert some measures for the safety of their crews, in case they found it impossible to escape from their dangerous situation. It was decided to lighten the brig Kohola, and try to get her over the bar at Wainwright Inlet, on which there was five or six feet of water. She was hauled alongside the Charlotte of San Francisco, and her oil and stores landed on her deck, and she was then found to draw 9 feet of water. However, she was taken down the coast in the narrow strip of open water, close to the beach, and an attempt made to get her over the shoal water. This they found to be impossible, as she drew too much water, and this was given up.

"At the same time, an expedition of three boats was fitted out under the command of Captain Frazer, to go down the coast until they came to the open sea, and then to try and find any of the ships which might have got out of the ice, or kept out, as it was known there were seven vessels to the south. This was deemed expedient, as they were afraid that they would leave the east shore and go to the westward, and so remain in ignorance of the situation of the rest of the fleet. He succeeded in finding the barks and ships Arctic, Progress, Midas, Lagoda, Chance, Daniel Webster and Europa, and the Captains of these vessels at once expressed their willingness to stay and wait for the crews of the distressed ships, as long as their anchors would hold them. Still hoping the ice would open and let them out, in the meantime, Captain Redfield of the brig Victoria tried to get his vessel off over the bar by lightening her, but without succeeding."

On Sept. 12 another meeting of the masters was held, and the following document was drawn up:

"Point Belcher, Arctic Ocean
"September 12, 1871

"Know all men by these presents, that we, the undersigned, masters of whale-ships now lying at Point Belcher, after holding a meeting concerning our dreadful situation, have all come to the conclusion that our ships cannot be got out this year, and there being no harbor that we can get our vessels into, and not having provisions enough to feed our crews to exceed three months, and being in a barren country where there is neither food or fuel to be obtained, we feel ourselves under the painful necessity of abandoning our vessels, and trying to work our way south with our boats, and, if possible, to get on board of ships that are south of the ice. We think it would not be prudent to leave a single soul to look after our vessels, as the first westerly gale will crowd the ice ashore, and either crush the ships or drive them high upon the beach. Three of the fleet have already been crushed, and two are now lying hove out, which have been crushed by the ice, and are leaking badly. We have now five wrecked crews distributed among us. We have barely room to swing at anchor, between the pack of ice and the beach, and we are lying in three fathoms of water. Should we be cast upon the beach, it would be at least eleven months before we could look for assistance, and in all probability nine out of ten would die of starvation or scurvy before the opening of spring. Therefore, we have arrived at these conclusions.

"After the return of our expedition under the command of Captain D. R. Frazer of the Florida, he having with whaleboats worked to the southward as far as Blossom Shoals, and found that the ice pressed ashore the entire distance from our position to the Shoals, leaving in several places only sufficient depth of water for our boats to pass through, and this liable at any moment to be frozen over during twenty-four hours, which would cut off our retreat, even by the boats, as Captain Frazer had to work through a considerable quantity of young ice during his expedition, which cut up his boats badly."

On Sept. 13 another meeting was held by the masters, and this document was signed by all of them. Legally known as a protest, it was the formal declaration customarily made by masters of vessels before a notary, consul, or other authorized officer, upon arrival in port after a disaster, showing that any damage or loss sustained was not owing to the fault of the vessel, her officers, or crew.

At the meeting the time for abandoning the vessels was set for the next day, and the colors were accordingly set as agreed upon—at the masthead, union down—to notify all the ships' companies to get ready to leave on the 14th. Accordingly, on the morning of that day, all ships' boats were loaded with such provisions and clothing as were absolutely necessary, and by 4 p.m. every ship's company had left, and were on their way south. At night they camped on the beach, and at daylight on the 15th they proceeded on their way to Icy Cape. It blew strong from the south, and when they came in sight of the rescuing ships they found considerable difficulty in getting off to them, as the boats were loaded deep, and the sea was rugged. The barks Arctic, Midas

and Progress, lost each an anchor in trying to hold on to take them on board. The boats were cast adrift, as it was impossible to save them, the ships being so crowded. On the 16th the last boats' crews were taken on board, and the wind blowing strong from the northwest, they weighed anchor and steered to the southwest, it having been agreed between the captains of the ships to proceed to Plover Bay to get water and wood to last them to the Sandwich Islands. The distance traveled by the boats was about 70 miles, the ice being in one solid body all the way to Icy Cape, leaving a narrow strip of clear water along the beach. In all, 1,219 persons were transferred safely from the dozens of small boats to the seven rescuing vessels; included in those saved were a number of women and children, families of some of the masters of the abandoned ships, and who made the cruise to the Arctic.

The following data was taken from the journal of Mr. Earl, chief officer of the *Emily Morgan*, which was one of abandoned ships; upon arrival in Honolulu Mr. Earl gave his journal to the Rev. Samuel C. Damon, who published excerpts from it in a supplement of *The Friend* of Nov. 9.

"Sept. 2 — Light and variable winds, mostly from the southern bound. The main pack is slowly but steadily advancing toward the land, pressed in by the vast field to the N. W. of us. This morning at 1 A.M. the brig *Comet* was crushed by the ice and sold at auction, with all her stores, oil, etc., for thirteen dollars. The crew of the *Roman* came down to the fleet, she having been crushed by the ice, the men barely escaping with their lives. The *Reindeer* was hard pressed by the ice."

"Sept. 7 — Begins with fresh wind from S. W., canting to N. W. Saw whales, struck one; the second officer accidentally shot himself through the head with a bomb gun . . . killing him almost instantly. Latter part of the day calm."

"Sept. 8 — Begins with fresh winds from S. W., canting early in the day to N. W. The main pack pressing in upon us, endangering the ship. The anchor weighed and run in shore an eighth of a mile and came to in three and a half fathoms of water. This eighth of a mile is all the navigable water between the heavy masses of ground ice and land, and the pack still advancing. There seems to be little hope of escaping from our present position; to the north is simply impossible, to the south the greatest depth of water along the ice is six feet, and decreasing hourly."

"Sept. 11 — Broke out provisions and boiled six barrels of beef, furnished two boats with provisions and clothing for the crew for a start southward. As I write, one of the boats that started two days ago has returned reporting that there are three ships in clear water, and a prospect that four more will soon be in safety. The ice has been pressed up on the outer shoal a short distance today."

"Sept. 12 — Captain left in the starboard boat at 4 A.M., leaving orders for me to act according to circumstances; 'If the other ships are abandoned, to abandon ours at the same time—to do as the others do.' For my part I will not cross the Arctic Ocean in an open whale-boat laden with men and provisions in the latter part of the month of September and October. As far as Icy Cape there is no danger, but beyond that (if all ships' companies have to take to

boats to Behring's Strait) the sea is dangerous at this season of the year. Out of 1400 men not a hundred will survive. I will return from Icy Cape if ships cannot be found. At 5 A.M. I started two other boats with provisions."

It was not a happy prospect that greeted the people of Honolulu, when some 1,200 shipwrecked seamen from the abandoned whaling fleet, walked the streets of Honolulu, described as follows by *The Hawaiian Gazette* of Oct. 25:

"The sudden arrival of from 1,000 to 1,200 wrecked seamen in the course of a day had the effect to make the town look lively, though when one walks about the streets and sees the melancholy countenances of all he meets, whether they are residents or those unfortunates who were obliged, just as the prospect of a good season's work seemed most promising, to abandon their ships and work their way through and over ice-fields to their friends who were, under Providence, so fortunate as to be spared, to save them from the cold and starvation, which would be sure to meet them, were not succor at hand, it does not appear to be so pleasant a scene."

The Pacific Commercial Advertiser of Oct. 28 said: "The sudden and unexpected arrival of so many destitute seamen from the abandoned Arctic fleet, has brought a great deal of extra work upon the American Consulate. Consul Mattoon has acted promptly and effectually, with the vigorous cooperation of Dr. McGrew, who has charge of the Seamen's Hospital, in providing for the necessities of so many unfortunates thus thrown upon their hands."

And Capt. Daniel Smith of the harbor-master's office informed *The Advertiser* that "388 Hawaiian seamen were shipped on the whaling fleet during last fall and spring, and that 378 have returned to this port, ten having died during the season."

The local press noted that the steamer *Moses Taylor*, an American paddle-wheel vessel on the local run between San Francisco and Honolulu, sailed on Oct. 24 with 160 passengers for San Francisco, many of whom were masters, officers and seamen from the whalers. This steamer carried to the United States and the outside world the first news of the loss of the whaling fleet.

On Sunday morning, Oct. 29, the Rev. Samuel C. Damon, seamen's chaplain at Honolulu, preached a sermon in the Seamen's Chapel which he referred to as a discourse. He quoted in his sermon from Psalm 107:23, "They that go down to the sea in ships, and do business in great waters." And from Psalm 107:24, "These see the works of the Lord, and his wonders in the deep." He also quoted from Acts 27:44, "And so it came to pass, that they escaped all safe to land."

The Hawaiian Gazette of Oct. 25 estimated the financial loss of the 33 abandoned vessels, and their cargoes of 15,000 barrels of oil and 100,000 pounds of whale bone at not less than \$2,500,000, "of which no doubt a large portion is insured — mostly we understand, in New York and New Bedford."

W. D. Alexander, in his "History of The Hawaiian People," said, "It was estimated that this disaster caused a loss to Honolulu of \$200,000 a year." He probably had reference to the loss suffered by local ship chandlers who stocked up every year with rope, canvas, whale boats, whaling equipment of all kinds, as well as ship stores and sea stores, which the whale ships required at the end of every season.

A local resident wrote to a relative back East in October, 1871: "Almost the entire whaling fleet has gone down in the Arctic Ocean. Everybody here is affected more or less. All the merchants depend upon the fleet in some way. There will be no business done here this autumn, and probably many failures. Large ships are chartered for freight, and no freight for them."

Another local resident wrote in his account book in January, 1871, an item of \$2,733.80 for an eighth interest in the bark Monticello, which was followed later by this melancholy entry: "Lost in the ice!"

And what of the abandoned fleet in the Arctic Ocean? Evidently no word came out of the frozen North for many months. However, Capt. William H. Kelley, who commanded the *Gay Head*, visited the locality the following year, and wrote home the condition of such vessels as still remained.

He found that the *Minerva* lay at the entrance to Wainwright Inlet, as good in hull as when abandoned. The *Thomas Dickason* lay on her beam-ends on the bank, bilged and full of water. The *Seneca* was dragged by the ice up the coast some distance; her bowsprit was gone, bulwarks stove, and rudder carried away, and she was frozen in solid.

The *Reindeer* sank, and the *Florida* was ashore on Sea Horse Islands, burned to the water's edge. The rest of the fleet were either carried away by the ice, crushed to pieces, or burned by the natives. The *Gay Head* and *Concordia* were burned where they lay. The bark *Massachusetts* went around Point Barrow.

"There was one white man on board her, who staid up here last winter. He made his escape over the ice this summer, and was five days getting back to the ships. He was about used up when they found him this summer. The natives set out to kill him, but the women saved him, and afterwards the old chief took care of him. He saved a large quantity of bone, but the natives took it away from him, except a small quantity. He said \$150,000 would not tempt him to try another winter in the Arctic.

"He said that four days after we left the ships last year the water froze over and the natives walked off to the ships; and fourteen days after there came on a heavy northeast gale and drove all but the ground-ice away (that never moved). Shortly after there blew another northeast gale, and he said that of all the butting and smashing he ever saw, the worst was among those ships driving into each other during those gales. Some were ground to atoms, and what the ice spared the natives soon destroyed, pillaging them of everything they pleased."

TRIBUTE TO MAUDE JONES

"Maude Jones, Archivist of the Territory of Hawaii continuously since 1931 except for a brief interlude in the mid-30s, died on Monday evening, Jan. 24, 1955, at the age of 66 years. Her membership in the Hawaiian Historical Society dated from 1926, the roster for that year carrying her name as Miss Stella M. Jones. The next year, as 'Maude Jones' she was listed as a member of the House Committee. Year after year, she accepted increasingly important duties with the Society.

* * * *

"As chairman of the Membership Committee from 1940 to 1943, Maude Jones was responsible for a substantial increase in the Society's roster. From 1943 to 1953, she was an active guardian of the Society's properties as chairman of the House Committee. She faithfully served on other committees and commissions where her great abilities could most effectively benefit the Society. On Feb. 25, 1940, Maude Jones was elected a Trustee of the Society, and the succeeding year she was chosen Recording Secretary. She occupied both posts continuously until her death.

* * * *

"Maude Jones will long be remembered for the depth and breadth of her knowledge of Hawaiian history and for her eagerness to share this knowledge with those interested in any phase of the subject. She was an ardent custodian and protector of the historical treasures of State, and she was equally efficient in producing authentic data in answer to questions about these Islands which she loved.

* * * *

"Even as her health was failing, Maude Jones pushed to completion the plans for the fine new building on the Palace grounds into which the last of the precious documents were moved but days before her death. The new building which houses the Archives is in truth a monument to this devoted conservatrix of Hawaii's treasures of State.

* * * *

"It had been the fond hope of Maude Jones that her retirement which took place but a week before her death would bring her the time and the strength to write of her beloved Queen Emma and, inevitably, of Robert Crichton Wyllie. It is said that when a great man dies, the immortals await him at the top of the nearest hill. Surely, Queen Emma and R. C. Wyllie were the first to greet Maude Jones as she swung up the hill toward Hanaikamalama."

The foregoing tribute was adopted by the Trustees of the Hawaiian Historical Society meeting Feb. 15.

MINUTES OF THE 63rd ANNUAL MEETING OF THE HAWAIIAN HISTORICAL SOCIETY

The annual meeting of the Hawaiian Historical Society was held in the Mission-Historical Library on Thursday evening, March 17, 1955, at eight o'clock.

Reading of the minutes of the last annual meeting was waived as they had been printed in the annual report.

The reports of the Treasurer, Librarian, and President were read by each officer, accepted, and ordered printed in the next annual report.

Mrs. Ernest Kai spoke briefly on the need to mark and preserve the remains of John Young's house at Kawaihae, Hawaii. It is beautifully situated on a hill, has two-thirds of the walls left and, in Mrs. Kai's opinion, is the best remaining example of an early Western type house in the Islands. The Society, while in sympathy with the idea, took no action, feeling that the organization was not in a position to undertake such a project at this time.

Miss Bernice Judd presented the report of the Nominating Committee in the absence of Mrs. Gerald Corbett, chairman, recommending the following:

President (for one year) — Meiric K. Dutton

Trustees (for two years) — Janet Bell, Donald Mitchell, Eleanor Prendergast, A. L. Y. Ward

Trustee (for one year to fill the unexpired term of Richard B. Bailey, resigned) — Kendall Fielder

The report was adopted and the Secretary instructed to cast the ballot which unanimously elected the officers nominated by the Committee.

The paper of the evening "Hawaii's first English newspaper and its editor" was read by Mrs. Simes T. Hoyt, whose long months of patient research resulted in the presentation of new facts about the *Sandwich Island Gazette and Journal of Commerce* and Stephen Davis Mackintosh, editor.

The meeting then adjourned to take part in a social hour, during which the Refreshment Committee, Miss Birdie Reist, chairman, served fruit drink, cookies and sandwiches.

BERNICE JUDD, *Recording Secretary*

REPORT OF THE PRESIDENT

TO THE MEMBERS OF THE HAWAIIAN HISTORICAL SOCIETY

It is delightful to meet tonight for the 63rd Annual Meeting of the Society in this excellent home which we are fortunate to share with the Hawaiian Mission Children's Society. Circumstances have not been such as to provide any interim meetings, so we have not met as a Society since February 25, 1954. Meanwhile, some of the functions of the Society have progressed satisfactorily.

It is not possible to proceed to the business of this report without recording the deep sense of personal loss we all must feel in the death of our beloved Recording Secretary, Maude Jones. At a meeting of the Trustees of the Society held February 15, 1955, a tribute to her memory was adopted. This tribute appeared in the daily press and will be printed in our forthcoming annual report. Twenty-three persons have contributed to date to a Memorial Fund to Maude Jones created in favor of the Society.

The past year has witnessed the successful transition from the classification of "Annual Member" to that of "Regular Member," with dues of \$5.00 a year, as the basic membership classification. Happily, we lost relatively few members as a result of this change, and our income from dues increased from \$1297.00 in 1953 to \$1398.00 in 1954. This is still a pitifully small amount of income for a Society of this nature and scope, being only about one-quarter of the amount needed properly to conduct the Society. A greatly increased membership is urgently needed.

Our Treasurer, Mr. Robert Midkiff, has reported substantial gifts by various estate trusts to a fund for the preservation of early newspapers by microfilm and for the purchase of a microfilm reader and filing cabinets. Work is progressing satisfactorily in this field under the able guidance of our Vice-President, Dr. Charles Hunter, and with the invaluable assistance of our Librarian, Mrs. Willowdean Handy.

Plans are under consideration by your Trustees to undertake the publication of historical pamphlets to expand the scope and influence of the Society, and to arouse member interest and public support.

Year by year, the influence of our library is increasing. More students of Hawaiiana use the library each year; and our Librarian has accomplished a near-miracle in organizing our material. Her service to the Society and to the community is outstanding.

Miss Bernice Judd, whose position as librarian of the Hawaiian Mission Children's Society places her in an ideal spot to be imposed upon, has been unfailing in her interest and devotion to the welfare of the Society.

For the enthusiastic cooperation of these officers and of all our Trustees, I wish to express my sincere thanks.

Respectfully submitted,

MEIRIC K. DUTTON, *President*

REPORT OF THE TREASURER

TO THE PRESIDENT,
THE TRUSTEES AND MEMBERS OF
THE HAWAIIAN HISTORICAL SOCIETY

A look at the following schedules shows gross receipts for 1954 of \$5,298.89. This figure was bolstered by special contributions of \$2,300 to our newspaper microfilming project and of \$900 towards research on the biography of Governor Dole.

"Normal" income of dues, contributions, endowment income and sales was \$2,098.89 which was \$226.90 less than our "normal" expenses. Our "normal" income restricts us to a very modest program of historical research and promotion.

The endowment of this Society devoted to the permanent preservation of the records of Hawaii's fascinating history is pitifully small. We respectfully request that our members consider gifts of securities to the Society. We have a treasure chest of historical material waiting to be properly developed. Your Treasurer will be happy to discuss with interested members the substantial income and estate tax deductions that can be gained through gifts of stock, either as living gifts or as testamentary bequests.

We are most grateful to the McNerny Foundation, the Juliette M. Atherton Trust, the S. N. & Mary Castle Foundation and the Walter & Mary Frear Trust for gifts of \$500 each and the F. C. Atherton Trust for a \$300 gift to the newspaper microfilming project. This is an essential project and is well under way with the Portuguese papers already completed through the help of the University of Hawaii.

Very truly yours,

March 17, 1955

ROBERT R. MIDKIFF, *Treasurer*

TREASURER'S REPORT FOR THE CALENDAR YEAR ENDING DECEMBER 31, 1954

SPECIAL BOOK FUND

Balance January 1954.....	\$ 28.45
Books Purchased	28.45
Balance — December 31, 1954.....	None

DOLE BIOGRAPHY RESEARCH FUND

Balance — January 1, 1954.....	\$1,500.00
Contributions	900.00
Total	2,400.00
Disbursements	2,400.00
Balance — December 31, 1954.....	None

MICROFILMING FUND

Contributions 1954	\$2,300.00
Disbursements	None
Balance December 31, 1954.....	\$2,300.00

INVESTMENTS

75 shs. Von Hamm-Young 4¼% Pfd.	
50 shs. Pacific Gas & Electric 6% 1st Pfd.	
\$500 U. S. Savings Bond — Series G	
Bishop National Bank — Savings Account.....	\$2,205.75

RECEIPTS AND DISBURSEMENTS CALENDAR YEAR 1954

Receipts

Dues		\$1,398.00
Contributions		3,466.66
Book Fund	\$ 10.00	
Building Fund		
Dole Biography Research	900.00	
General Fund	256.66	
Microfilming Fund	2,300.00	
Dividends		138.75
Interest		45.22
Bishop Bank Savings	32.72	
U. S. "G" Bond	12.50	
Research Fee		3.00
Sale of Publications		247.26
TOTAL RECEIPTS		\$5,298.89

Disbursements

Salary of Librarian — gross	\$1,175.00	
Less: Social Security	23.50	
2% Comp. Tax	23.50	
Fed. Withholding	95.70	\$1,032.30
Dues		10.00
Calif. Hist. Society	10.00	
Haw'n Volcano Research		
President's Club		
Dole Biography Research		2,400.00
Books Purchased		104.68
HMCS — Building Fund		
HMCS — Share of Upkeep		450.00
Miscellaneous		7.00
Printing, Stationery and Postage		484.33
Rental of Chairs		6.00
Savings Interest — to record		32.72
Taxes Paid		169.01
Terr. 2% Dividend Tax	2.77	
Terr. 2% on Salary	23.50	
Soc. Sec. — Employer's share	23.50	
Soc. Sec. — Employee's share	23.50	
Interest on above04	
Federal Withholding	95.70	
Telephone Service		29.75
TOTAL DISBURSEMENTS		\$4,725.79
Excess of Receipts over Disbursements		\$ 573.10
Cash in Bank January 1		\$2,887.62
Cash in Bank December 31		\$3,460.72

REPORT OF THE LIBRARIAN

Interest is growing in the project of microfilming old newspapers published in Hawaii, which got under way in 1953. Early in 1954 a small group of librarians collaborated in drawing up a convenient and detailed form for recording the holdings of newspapers in the various collections in the Territory. The Hawaiian Pineapple Company's Library generously printed the forms. The Hawaiian Library Association publicized the project. The Hawaiian Historical Society's Library estimated the probable cost to our Society of microfilms of all available newspaper files, a film storage cabinet, a reader, together with the cost of re-binding our own volumes should they be dismembered for photographing. Our Trustees then approached several local Foundations for financial help, with the result that a substantial sum has come to us for investment in our effort to preserve the contents of Hawaii's newspapers of the last 120 years for research workers.

Even before we launched this extensive endeavor, we had collected a few microfilms: one of our file of the *Progressive Educator*, 1894-1899, by arrangement with the University of Hawaii Library, which gave us a positive in return for the privilege of microfilming these rare sheets; one of the *Hoku o ka Pakipiko*, 1861-1863, as part of an arrangement to let the Bishop Museum use this paper as a loan.

As part of the new project itself, our unique files of Portuguese newspapers has been microfilmed. We now have available in this form the following: *Aurora Hawaiiana*, 1889-1891; *O Luso* (Portuguese only), 1896-1897; *O Luso* (Portuguese and English), 1896-1897; *O Luso Hawaiiano*, 1885-1886; 1889-1890; *O Popular*, 1911-1913; *A Sentinella*, 1892; *A Uniao Lusitana*, 1892-1896. In addition, a six months' file of *The Liberal*, an English newspaper of 1892-1893, has been microfilmed.

A microfilm cabinet, which will store 612 35mm reels, has been ordered and should arrive shortly.

The Librarian takes this occasion to reiterate thanks for gifts received from authors, editors, publishers and collectors. Outstanding donations of books have been: *The Last Voyage of the Independence*, by Milo Calkin, given by his grandson, Walter A. Starr, who edited the account, privately printed, San Francisco, 1953; Mary C. Alexander's *Dr. Baldwin of Lahaina*, Berkeley, 1953; three books from the University of Hawaii Press — *Ambassadors in Arms*, by Thomas D. Murphy, Honolulu, 1954; *Diversified Agriculture in Hawaii*, by Perry F. Philipp, Honolulu, 1953; and *Nine Doctors and God*, by Francis J. Halford, Honolulu, 1954. Our faithful anonymous donor gave us the fourth volume of *The Larkin Papers*, edited by George P. Hammond, University of California Press, 1953. Mrs. Simes T. Hoyt gave us a rare old novel by C. M. Newell, *The Isle of Palms*, Boston, 1888.

We are indebted to Edwin H. Bryan, Jr., for copies of his *Sectional Map of Honolulu*; to James D. Hague for his grandfather's valuable pamphlets on our Pacific islands; and to two of our members for recent manuscripts: to Sister Grace Marian (Dorothy Teresa Martel) for her master's thesis on *The Honolulu Academy of Arts: Origins and Founder*; and to Ruth Bancroft Powell, for her research on *The Princess Kaiulani, the Hope of Hawaii*.

Letters, diaries, memorabilia, and photographs have been added to our files by George T. Armitage, Edith Allyne, Walter A. Starr, Andrew Forest Muir, and Meiric K. Dutton. Special mention should be made of the papers of W. D. Alexander from the estate of his son, Arthur C. Alexander.

Books and pamphlets purchased have not been numerous or costly but each contributes something towards a comprehensive coverage of Hawaiian history, past and current. They include: Walter Muir Whitehill's article on *George Crowninshield's Yacht, Cleopatra's Barge*, published in the *American Neptune*, October, 1953; Ray Jerome Baker's charming pictorial record of the life of *Princess Kaiulani*; *Hawaiian Residential Architecture*, by Harry W. Seckel; *The Story of Lauhala*, by Edna Williamson; *The Story of the Mokuaikauna Church* by the Hawaiian Evangelical Association; *Hawaii for Today's Children*, by Lorraine Fitzsimmons. We keep up with current guide books and compendiums of information of Honolulu and of the Territory, and we continue to receive Quarterlies of the various historical societies of the Pacific Coast and of New Zealand.

Ten volumes of these historical quarterlies were bound during the past year. A dilapidated and bulky volume of *The Friend* was rebound in two volumes. The *Reports of the Historical Commission of the Territory of Hawaii, 1923-1929*, and F. W. Howay's *List of Trading Vessels in the Maritime Fur Trade, 1785-1825*, were gathered and bound for the first time, as well as ten years' accumulation of annual reports of the Governor of Hawaii to the Interior Department. This policy was recently adopted by the Trustees, to set aside a sufficient fixed sum yearly to take care of the binding of current quarterlies plus a few books or continuances in need of covers.

Twenty-eight requests for research came to the Librarian during the year from nine states, the District of Columbia, Poland, and the Territory of Hawaii. The subjects ranged from flora, fauna, planting traditions and legends of stones to the lives of men and institutions. Artists, consuls, priests and government officials; museums, hospitals, trust companies, and bands: these were some of the categories called for.

During eight months of the year, the Librarian gave priority to the task of re-cataloguing the books and pamphlets in our collection. Working in the section on geography, travel and history, she added 2,819 cards to the new catalogue, thus making more available for research the contents of 582 volumes and 82 pamphlets. In addition, she kept abreast of the analysis of the contents of the current publications of the California Historical Society Quarterly, the Pacific Historical Review, and the Hawaiian Historical Society's Annual Report. There were nearly 200 cards on this new material.

Figures on the use of our reading room continue to rise. 1954 shows a total of 662 entries of those who have used the Mission-Historical Library—an advance of 130 over 1953.

Respectfully submitted,

WILLOWDEAN C. HANDY, *Librarian*

March 17, 1955

LIST OF MEMBERS

November 1, 1955

HONORARY

Kuykendall, Ralph S.

LIFE

Alexander, Mary C.
Ashford, Marguerite K.
Baker, Ray Jerome
Beckwith, Martha W.
Cades, J. Russell
Cades, Milton
Cooke, Mrs. Maud B.
Cooke, Mrs. Theodore A.
Cox, Joel B.
Damon, Ethel M.
Damon, Mary M.
— Hoyt, Simes T.
Hoyt, Mrs. Simes T.
Judd, Bernice

Judd, Walter F.
McMahon, Mrs. James
Midkiff, Frank E.
Midkiff, Robert R.
Mitchell, Donald
Moses, Alphonse L.
Phillips, James Tice
Pukui, Mrs. Mary Kawena
— Sinclair, Gregg M.
Spaulding, Thomas Marshall
Von Holt, Mrs. Herman
Waterhouse, John T.
White, Mrs. Robert E.
Wilcox, Gaylord P.

SUSTAINING

Brown, Zadoc White
Castle, Alfred L.
Rawlins, Malvina F.

Towill, Roswell M.
Ward, A. L. Y.
Young, Alfred C.

CONTRIBUTING

Anthony, J. Garner
Armitage, George T.
Awai, George E. K.
Bent, Mrs. Charles
Bickerton, Mrs. Agnes C.
— Bond, B. Howell
Brooks, Dorothy
Budge, Alexander G.
Caldwell, Mrs. Henry
Castle, Harold K. L.
Cooke, George P.
Cooke, Mrs. George P.
~~Damon, Cyril Francis, Jr.~~
Dutton, Meiric K.
Greene, Ernest W.
Greenwell, Mrs. Arthur L.
Handy, E. S. Craighill

Harding, George L.
Hunter, Charles H.
— Korn, Alfons L.
Lee, Dr. Robert C. H. ?
MacIntyre, Mrs. Malcolm
Morse, Marion
Russell, John E.
Sevier, Randolph
Smith, Arthur G.
Soares, Oliver P.
Steadman, Mrs. Alva E.
— Stickney, Joseph B.
Trent, Robert R.
Walker, Margaret J.
Warinner, Emily V.
Wiig, Mrs. Jon
Williams, Mrs. Edith B.

REGULAR

Ahrens, Wilhelmina I.
 Ai, C. K.
 Akee, Mrs. Howard
 Almond, Frank B.
 Anderson, Mrs. Eleanor
 Anderson, Robbins B.
 Ashford, Clinton R.

Bacon, George E.
 Bacon, Mrs. George E.
 Bailey, Mrs. Alice Cooper
 Bailey, Richard B.
 Barry, John
 Bell, Janet E.
 Bergin, Mrs. W. C.
 Billson, Marcus K.
 Bird, Christopher
 Bird, Mrs. Christopher
 Blaisdell, James
 Bowen, Mrs. Alice Spalding
 Bradley, Harold W.
 Brown, George Ii
 Bryan, Edwin H., Jr.

Carlsmith, C. Wendell
 Carney, Mrs. J. J.
 Carter, A. Hartwell
 Carter, Reginald H.
 Carter, Mrs. Reginald H.
 Cartwright, William Edward
 Charlot, Jean
 Christian, Mrs. George R.
 Cloward, Dr. R. B.
 Cogswell, W. O.
 Collins, George M.
 Conant, Melvin
 Conrad, Agnes
 Conroy, F. Hilary
 Cooke, Charles M., III
 Cooke, Mrs. Harrison R.
 Cooper, Bryant
 Corbett, Mrs. Gerald R.
 Correa, Genevieve
 Cox, Mrs. Isaac M.
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